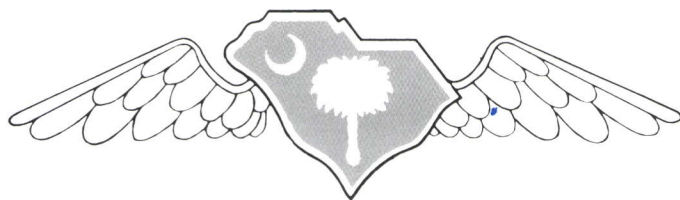


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South Carolina Aeronautics Commission



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STATE DOCUMENTS

Aviation Newsletter

VOLUME 29

JANUARY, 1979

NUMBER 1



Hampton Runway Resurfaced

The Hampton-Varnville Airport runway, which suffered from a badly worn surface and loosening gravel, recently was resurfaced and freshly painted. The project cost about \$35,000, half of which was funded from state funds by the S.C. Aeronautics Commission. (Aeronautics Commission Photo).

State To Host NASAO In 1981

The national meeting of the National Association of State Aviation Officials (NASAO) will be held in South Carolina in 1981 on the fiftieth anniversary of the organization according to Commission Chairman Joe Wilder.

Wilder and commission director John Hamilton extended the invitation during a NASAO board meeting in New Orleans last month. Wilder said the meeting will be held in October in either Myrtle Beach or Hilton Head.

"They haven't been in our state for some 15 years," Wilder said, "and it was time for them to come to the east coast."

"Since we're one of the few remaining states that are independent from departments of transportation—one of five, I believe, in the nation—it will give us a good opportunity to show them what independence we have and what recognition we have in state government," the chairman said.

Rash Of Accidents Plague State's GA Community

December Figures Hike Totals For Year To Six Year High

Federal Aviation Officials reported at least 10 general aviation accidents in the state during December and two in November which will raise the year's accident total to the highest level since 1972.

There were 60 accidents in the state during 1972. At the time the Newsletter went to press in late December, 54 had occurred during 1978.

The following reports do not include two military accidents, including the crash of a C-130 in which six crewmen were killed.

● A Massachusetts couple, Mr. and Mrs. Ray E. Heck, was killed Nov. 29 after their Piper Lance crashed in a wooded area five miles northwest of the Charleston Airport. Heck, a student pilot, was VFR and being vectored to a right base for runway 15. Weather at Charleston was 600 scattered, measured ceiling 1,500 broken. He reported in the clouds several times. Radar and radio contact was lost at about the same time Heck reported breaking out of the clouds.

● A Roanoke Rapids, N.C. couple, Mr. and Mrs. W.J. Long, Jr., survived the crash of their Piper Cruiser (PA-12) after the engine stopped on approach to Grand Strand Airport in the early morning of Nov. 30. Long, on an IFR flight from Roanoke Rapids to Charleston, had radioed that he was low on fuel and was given an emergency heading to the airport by ATC. Long stalled the aircraft into the trees about 4 miles southwest of the airport after the engine quit. He and his wife sustained minor injuries. They spent the night in the woods and were found by search aircraft the next morning.

● Stephen H. Womack, 23, of Summerville, was killed Dec. 2 when a wing separated on the Bowers Fly-Baby he was flying. Airplane owner, Bob Lee, said Womack was doing shallow dives,

(continued on page 3)

SOUTH CAROLINA AERONAUTICS COMMISSION

Created in 1935 to foster air commerce within the state; to have supervision over aeronautical activities and facilities in the state; to promulgate and enforce rules and regulations regarding the licensing of airplanes and pilots and to cooperate in the establishment and operation of airports.

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Offices at Columbia Metropolitan Airport
Mailing address: P.O. Box 1769, Columbia,
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City Of Orangeburg To Accept Proposals For Airport FBO

The City of Orangeburg and Orangeburg County will accept proposals for a Fixed Base Operator for the Orangeburg City/County Airport at noon, Tuesday, Jan. 26.

Copies of minimum lease terms may be obtained by writing the city administrator's office, P.O. Drawer 387, Orangeburg, S.C. 29115.

Proposals should be received no later than noon Jan. 26 and should be clearly marked: FIXED BASE OPERATOR PROPOSAL.

All proposals will be received by the Orangeburg City/County Airport Commission. The Commission reserves the right to request additional financial information and experience references as needed.

Awards of the proposals will be based on the best interest of the Orangeburg City/County Airport. The city and county of Orangeburg reserve the right to refuse all proposals and to waive all technicalities.

Any questions concerning the proposals should be directed to James McGee, City Administrator, City of Orangeburg, P.O. Drawer 387, Orangeburg, S.C. 29115. Telephone (803) 534-2525.

Letters To The Editor

Power Pilots Welcomed At Bermuda High

Dear Sir:

Your December, 1978 issue contained a letter from J.B. Knox and an unsigned article on page 2 which, if read concurrently, would indicate that Bermuda High Soaring School doesn't want power traffic at Chester Airport.

Nothing could be further from the truth! The major source of Bermuda High's income is from transitioning power rated pilots into gliders. A secondary source is from the sale of fuel to transient aircraft. Bermuda High also has hot coffee, cold drinks, a snack machine and the loan of a car if need be. Even our airport dog is friendly!

So, power pilots, welcome to Chester Airport and Bermuda High Soaring School. We ask only judicious use of throttle around parked aircraft.

Kent Hugus
Secretary-Treasurer
Bermuda High Soaring School, Inc.

comment would have been proper.

It is unfortunate that the Chester Airport Commission has never been able to fully understand the overall importance and specific area economic benefit of having a national and international soaring site on their airport. The operators, being soaring oriented, have remained at odds with the commission. The letter you published is, in my view, another petty manifestation of this difference. I hope the state commission can take a leadership role in smoothing relations at Chester so that all phases of aviation can be promoted at the excellent location.

In fairness to the operators, I hope you will publish this letter. I have been on your mailing list for the 19 years since I left South Carolina, have enjoyed your publication and appreciate your efforts.

Edward F. Byars, Ph.D.
Professor and Chariman, Department of
Mechanical Engineering and Mechanics
West Virginia University

Reader Feels Injustice Done To Operators At Chester Airport

Dear Sir:

I was surprised and shocked to read in your last issue of alleged improper treatment at the Chester Airport.

I have visited Chester Airport as a transient power pilot on an average of at least once a month for the last 15 or more years. The present operators (as well as past) have always been friendly, helpful, courteous, and efficient.

I feel that you, as editor, did the operators as injustice by headlining on page 2 the alleged mistreatment. The two line, bold face headline is the same as an editorial comment which assumes guilt. I do not feel that this is the way to promote aviation in South Carolina. Publishing the letter alone without

Editor's Note

The headline Dr. Byars refers to in the December issue was meant only to reflect the content of the letter, which we feel it accurately did, and not as an editorial comment.

The Editor

Letters Policy

The Aviation Newsletter will publish letters of moderate length on subjects of aviation interest; comments by readers and questions of general interest.

Deadline for letters is the 20th of each month for inclusion in next month's issue. Letters should be addressed to: Newsletter Editor, S.C. Aeronautics Commission, P.O. Box 1769, Columbia, S.C. 29202.

GA Accidents On Increase *(continued from page 1)*

abrupt climbs and steep turns when the accident occurred.

● A Hughes 269B was damaged at Camden Dec. 3 when Edward Ingram lifted off to hover and started to drift to the left and rear. The tail rotor struck the ground and the craft started a right turn rolling to the left. The main rotor struck the ground and the aircraft settled to the ground on the left side. The pilot was not injured.

● Benjamin Moore, owner of Coastal Plains Aviation at Hilton Head Airport, escaped with minor injuries the night of Dec. 3 when he put a twin-engine Islander into Battery Creek after both engines quit. Moore was returning to Hilton Head from Charlotte. Nearby residents retrieved Moore in a boat before the airplane sunk.

● Troy Shelton, 50, owner of Shelton's Flight Service, was killed Dec. 5 when the Cessna he was piloting crashed

shortly after takeoff from Union County Airport. A passenger, Sue Chrisawn, 49, was seriously injured. Shelton and Mrs. Chrisawn were enroute to New Orleans on a business trip. FAA investigators found 6 ounces of water in 7 ounces of fluid drained from the fuel system.

● In Clarendon County a student pilot on a training flight became lost and confused Dec. 6 and attempted to land in a soft field. The wheels mired in the soft ground and flipped the craft on its back causing substantial damage.

● Two Richmond, Va. men escaped without injury Dec. 16 but a Cessna 175 in which they were flying was substantially damaged when they ran out of fuel a half mile from John's Island Airport and attempted to land on a dirt road. The left main wheel was knocked off and the wings, nose and propeller were damaged.

● Lt. Steve Ronald Harkins escaped with minor injuries after the engine failed on the 172/T41 he was flying shortly after midnight Dec. 23. Harkins, on a cross country from Corpus Christi to Charlotte, N.C. was near Clover when he notices sparks coming from under the engine cowling about the time he lost power. He made an emergency landing on a rural road and farmer's field. The aircraft sustained substantial damage. Investigation revealed the engine had thrown a piston rod.

● On the afternoon of Dec. 23, Paul R. Culbreath, was enroute from Charlotte to Laurinburg-Maxton Airport when the engine on his 150 quit three miles south of McColl. He tried landing on a rural road but hit a power line and nosed the aircraft over with the tail resting on the line. The aircraft sustained minor damage to the nose and wing. Culbreath was uninjured.

● At Conway, a pilot made a precautionary landing at the airport because he said the engine was running rough. He ran the airplane up, found nothing wrong and took off again. The engine quit on takeoff. FAA investigators could find nothing wrong with the airplane.

● On Dec. 26, a student pilot took off on a cross country training flight from Hilton Head after topping the fuel tanks off. Forty minutes later, the pilot noticed one gauge empty and the other one indicating a quarter tank. He thought he was losing fuel and made a precautionary landing in a field. The airplane flipped over on its back, damaging the nose gear and vertical fin.

EDITORIAL

A Question Of Judgement

Aviation officials, the media and pilots searched for answers last month as to the causes of a rash of aircraft accidents which left four dead and several others injured.

During a seven-day period from Nov. 20 to Dec. 6, seven accidents happened, almost one after the other. An eighth occurred Dec. 16, and then four in four days in the last week of December.

The sad thing about reading the accident reports is you quickly realize that most of the accidents need not have occurred. All but one could have been averted if the pilots had exercised better judgment, been more proficient in the aircraft or have been more careful in preflighting.

Incredibly, three pilots ran their aircraft out of gas; a student killed himself and his wife, who was on board, when he apparently got into weather he couldn't handle. Another man was horsing around in a homebuilt and snapped a wing off; he died also. An experienced flight instructor killed himself and seriously injured a passenger when he failed to drain all the water from fuel tanks before a cross-country. And so on . . . In all reports, there is only one hard evidence of mechanical malfunction.

In the final analysis, safe flying boils down to the pilot's judgment of himself and his airplane. Getting caught in a situation you can't handle could be eliminated by having the judgment not to get into such a situation in the first place. Running out of gas could be eliminated by having the judgment to stop before you get that nagging, edge-of-the-seat feeling and began looking at the fuel gauges every few seconds.

Man can be taught to fly precisely and carefully, but he can't learn judgment from a course. Good judgment can be acquired only from within the individual. Experience is a fine thing, but what the many thousands of hours accumulated by experienced pilots really tell us is those pilots have acquired the judgment necessary for safe flight, or else they have been very, very lucky.

Breakfast Club

McEntire Air National Guard Base at Eastover will host the Breakfast Club Sunday, Feb. 11. Pilots are invited to fly into the base, eat breakfast at 10 a.m. and listen to a one-hour program on the mission of the A-7 in the Air National Guard.

Col. Stan Hood said pilots will also be told how they can safely overfly or fly around the McEntire Control zone and will get a chance to inspect an A-7 on static display. Information sheets and copies of hold harmless agreements will soon be mailed to airports in the state. Pilots planning to attend should fill out a hold harmless agreement and mail the form back to the base.

Arrivals will be from 0800 to 1000 and breakfast will begin at 1000. The cost is \$3 per person. The program will be from 1030 to 1130 and departures will be from 1130 to 1300.

The McEntire operations telephone is (803) 776-5121, ext 231/235. Tower frequency is 126.2 and the ILS runway 32 is 111.1. Stage III radar service is available through Shaw approach control, 119.7.

Pilots are reminded that there are no tie-downs and no fuel available on the field. Chocks will be available.

Other breakfast club meetings are:

Jan. 14: Blazer Restaurant at Lake Greenwood.

Jan. 28: Don's Pancake House, Myrtle Beach.



JIM TEESE

GSE Expert Returns Home To Open Consulting Business

A man who set up the ground support equipment package for the Iranian Army and half the Iranian Navy and Air Force has returned to South Carolina to start a consulting business.

Jim Teese spent nearly four years in Iran with Bell International and says only half jokingly he knew it was time to come back home when someone threw a bomb into the lobby of his apartment building.

Teese has worked with ground support equipment for 20 years and is an experienced pilot as well: he was one of the first to brave the world of instrument helicopter flight in the 1950's.

Teese knows most FBO's can ill afford expensive ground support equipment and may feel a GSE

consultant is a frill they can do without. But because of his expertise and wide contacts in the field, Teese believes he can recommend the right piece of equipment to fit the FBO's needs and save them money in the long run.

For example, Teese said he was talking to Norm Dillingham at Newberry not long ago about APU's and Dillingham said he didn't need a Hobart.

"I agreed with him but, I said, 'One of these days you are going to need an APU and probably the best thing for you would be a little multi purpose unit that I know about: a 16 or 20 horsepower farm tractor with a very sophisticated but mechanically simple power unit built onto the back end; it will give you a 1300 amp soft start.'"

"You can also put a blade on it to do small dozing, runway scraping, grass cutting, you name it. The base unit costs about \$8,000."

Teese said there is much top quality, state of the art equipment available but no one knows about it. That's where he can help.

"I know what's good and what isn't good; I know what works and what doesn't work."

Teese is presently working out of his home in Gaffney. His telephone is 489-4933. "When I'm not there the answering machine is plugged in, so just give me a call."

Soviet Union Patents De-Icing System

Aviation Daily reports that the Soviet Union has received a patent from 29 nations, including the U.S., France and Japan, for an aircraft de-icing system using the pulses of an electromagnetic field to hammer ice away from airplane surfaces without damaging the structure.

The system uses considerably less energy than is required to melt ice by thermal methods, the Soviets maintain. Pulses no longer than one ten-thousandth of a second are used to batter the ice from the structure.

The system passed "with flying colors." Production versions are now being installed in newly manufactured aircraft, according to information released by the Soviet Embassy in Washington.

International Pilot School Opens At Horry County

The North American Institute of Aviation (NAIA), a school which specializes in training young men from the Western European countries to prepare them for air careers, began its first class last month at its new home at Conway-Horry County Airport.

NAIA President Douglas Beckner moved the school from New Jersey to take advantage of the mild southern weather. He is also the FBO at the airport and sells gas, does maintenance, provides charter service and instruction and will soon open a "first class" avionics shop at the field.

The first class, which began training Dec. 11, consists of 24 students, although Becker said the school's average class runs between 30 and 40 people. Most of his students come from Norway, Sweden,

Finland, Denmark, England, Scotland, Ireland, Holland, Switzerland and France.

During an intensive six-months course, the students receive 225 hours of flight training and 240 hours of ground school. When they finish, most have attained their commercial, instrument, CFI and multi-engine ratings.

Beckner said Europeans prefer to take their training in the United States because it is cheaper (gasoline costs three times as much in Europe) and because there are no similar schools in Europe which offer a year-round intensive course like NAIA.

The course at NAIA costs \$14,000 but that includes transportation from Europe, room and board at the school, course materials and books, medical exams, life insurance and check rides.

Beckner said most of his students (average age 22) are just starting to make their careers in aviation. "The quickest way for them to do it is to come over to the United States and get their training done. The majority of them have as their goal to fly for their own commercial airline back home."

Although NAIA has a reputation as a training school for European pilots, it does not exclude Americans.

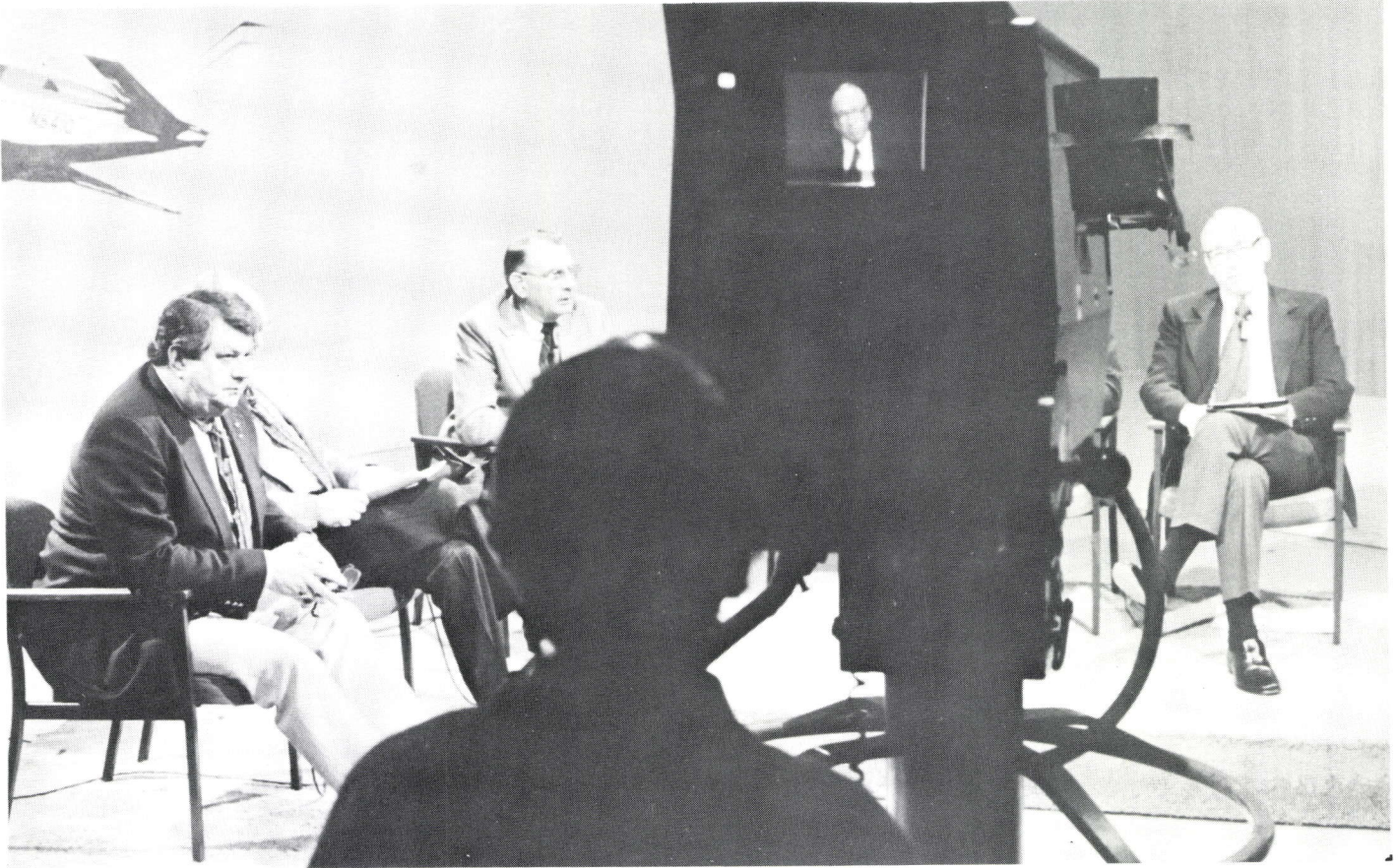
"I think that's a misconception people had when we first came here that we were a private school strictly for the international students, but that isn't the case. We are the FBO and open to the public," Beckner said.

Stevens Cited

Stevens Beechcraft Inc., at Greer, has been selected by the National Business Association Inc. as one of the five FBO's nationwide to receive the NBAA commendation certificate for outstanding service to business aviation.

Others selected were: Combs Gates Palm Springs Inc., at Palm Springs, Ca.; PDQ Air Service Inc., Pontiac Mich.; Showalter Flying Service Inc., Orlando, Fla.; and Walker's Cay Air Terminal Inc., Ft. Lauderdale, Fla.

The selections were based on report forms filled out by NBAA members.



More Than 300 Attend Course

More than 300 pilots from around the state attended the second annual airmanship refresher course sponsored by the S.C. Aeronautics Commission and the FAA. The course was broadcast to TEC centers throughout the state from ETV studios in Columbia. Pilots received more than 15 hours instruction in various aspects of aviation.

From left during the introductory session are: John Hamilton, SCAC director, John Cureton, Columbia GADO chief, Jack Barry SCAC deputy directory and Frank Kelley, FAA accident prevention specialist. (Aeronautics Commission Photo).

Ag. Aviation Convention Set In Charleston Feb. 12-14

The South Carolina Agricultural Aviation Association (SCAAA) will hold its annual convention Feb. 12-14 at the Francis Marion Hotel in Charleston.

The final program is still being worked out, but AG officials say Dr. Ben Kissam will conduct the Clemson pesticide refresher course on the afternoon of the 12th and the morning of the 13th.

Further details of the meeting will be reported in the February Newsletter.

SCAC Will Help With Nav aids

The S.C. Aeronautics Commission will consider paying up to half the cost of any navigational aids which local airport owners wish to install at their airports.

Equipment such as TVOR's, NDB's, VASI's, Unicom radios and rotating beacons are eligible.

State law requires that the airport owner buy the equipment and present the commission with evidence that funds have been spent. The commission can then reimburse the airport owner for half the cost of the equipment.

SCAC Requests \$18.7 Million For State Airports

The South Carolina Aeronautics Commission has requested \$18.7 million from the state bond fund for airport improvements during fiscal year 1979-80 and 1980-81.

Two thirds of that total is for major improvements at Charleston International Airport, including a new terminal building. Upgrading the aging Charleston terminal has been called the number one priority improvement project in the state.

The remaining \$6 million is distributed among the other four air carrier airports and 37 general aviation airports. Funds requested for the general aviation fields range from \$1 million for resurfacing drainage and obstruction clearance at Owens Field to \$5,000 each for Grand Strand and Saluda County Airports.

For Flight Instructor Applicants

FAA Changes Interpretation On Ground Instruction Log

The FAA has made it a little easier for flight instructor applicants to meet eligibility requirements by eliminating a nitpicky rule requiring the logging of ground instruction received.

FAR 61.185 (B) says that applicant must have logged ground instruction from an authorized ground or flight instructor in all of the subjects in which ground instruction is required for a private and commercial pilot certificate and for an instrument rating, if an airplane or instrument instructor rating is sought.

The FAA has interpreted this rule literally and for years has required applicants to submit a log showing dates and times and subject matter in which instruction was received. But now, FAA has announced a new interpretation of the rule which will allow applicants to meet the requirements in another way.

In the future a certificate of graduation from a pilot training course conducted by an FAA approved pilot school or a statement of accomplishment from the school will be accepted.

Also, logbook entries certified by an FAA ground or flight instructor showing satisfactory completion of the required ground instruction will still be accepted.

Applicants who want to apply for a written test after having finished a home study course must have their qualifications reviewed by an operations inspector before taking the test. The FAA says this review will be conducted on by appointment only and reminds pilots to save time and money by making an appointment before coming to the GADO.

Part (a) of 61.195 also requires the applicant to present evidence that he has satisfactorily completed course material in proper instructional methods: the

learning process, elements of effective teaching, student evaluation, quizzing, and testing, course development, lesson planning and classroom instruction techniques.

To meet this requirement, the applicant may use the two alternatives above or several others.

A written statement from an FAA ground or flight instructor showing satisfactory completion of the ground instruction required.

A graduation certificate or statement of accomplishment from a ground school conducted by a high school, college, adult education program, the CAP or an ROTC flight training program.

A certificate of graduation from an aviation home study course or written statement from a ground or flight instructor certifying that an appropriate home study course has been completed.

An applicant who is unable to provide a graduation certificate or statement from an instructor may bring the home study course when applying for the test. The FAA inspector will review it and may question the applicant to determine that he has completed it. The review will be conducted by appointment only so, the FAA reminds, to save time and money please make an appointment first.

FAA Written Exam Schedule Announced

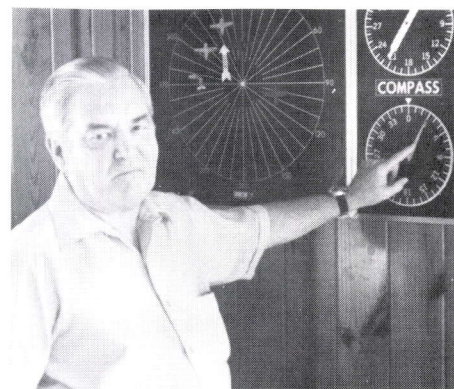
FAA personnel will conduct written examinations at Greenville and Charleston Jan. 10, Feb. 14 and Mar. 14.

Applicants who want to take written exams on those dates should make an appointment with the Columbia General Aviation District Office by noon of the Tuesday before the exam date since space is limited to 25 persons.

The exams will be given between 9:30 a.m. and 3:30 p.m. at Greenville Air, Greenville Downtown Airport and Building 113 at Charleston AFB.

Applicants for ATP, Flight Engineer, Military Competence and Mechanic examinations will first have their qualifications checked by an inspector.

By special arrangement, FAA personnel will give written exams in any location where 15 or more applicants are assured.



FRED BEGY

Av-Ed Schedules Three Courses During January

Av-Ed, Inc. will offer three courses during January designed to prepare pilots to take the FAA written exams.

A private course and an instrument course will be held Jan. 13, 14 and Jan. 20 and 21 in Columbia. Both courses will be four days long given on two consecutive weekends.

An ATP course will be held in Sumter Jan. 27 and 28. Generally the courses are from 8 a.m. until 5 p.m. with one hour break for lunch.

According to Fred Begy, Av-Ed's chief instructor, the school has had 209 students in the first six months of operation, 202 of whom passed the FAA written on the first attempt. Two students made 100's on the exams.

Prices for the course are \$150 for the ATP and instrument and \$125 for the private.

For further information, call Fred Begy or Jeff Trumbower toll free at 1-800/922-2224. Av-Ed is located across from Owens Field in Columbia at 1009 Airport Blvd.

Ms. Lucas Promoted

Dean Harton, vice president of Hawthorne Aviation of Charleston and General Manager of the company's Aero Sales Division, announced that Ms. Cynthia Lucas has been promoted to the position of sales coordinator.

The division is a wholesale distributor for Piper aircraft and parts throughout a two and a third state area. In her new position, Ms. Lucas will be responsible for all administrative functions arising from inventory control, aircraft procurement, and sales closing. Ms. Lucas joined Hawthorne last spring.

Jet Overtakes Truck

An Eastern Air Lines 727 pulled away from a gate at Sarasota-Bradenton Airport last May with so much power that its jet blast knocked over a truck used by a caterer. The falling truck hit another Eastern 727, damaging it.

FAA suspended the license of the 727 captain for lack of caution in taxiing. The NTSB dropped the suspension but did not clear the captain of responsibility in the incident.

Pilots, Controllers Share Crash Blame At Memphis-NTSB

Air traffic controllers and pilots alike caused the in-flight collision near Memphis International Airport last May 18, the National Transportation Safety Board reported recently.

The safety board held that FAA air traffic control personnel failed to provide required separation of the two aircraft, to coordinate separate instructions given to the pilots and to issue traffic alerts. And the pilots, the board found, failed to see and avoid each other.

All six persons aboard were killed in the collision involving a twin Jet Falcon and a Cessna 150 3.7 miles west of the airport in clear but hazy weather. The Falcon was on a training flight with an instructor and three Saudi Arabian first officer trainees making instrument approaches. The Cessna was being operated by the Memphis Flying Club with an instructor pilot making an area familiarization flight with a prospective flight student.

Safety board investigation showed that the two aircraft collided while each was being controlled by separate Memphis controllers on different radio frequencies. The Falcon had been given a 350-degree heading at the 2,000 foot traffic pattern altitude during a go-around after a practice instrument approach to runway 17 right. The Cessna had been given a 120 degree heading, also at 2,000 feet, for an approach to runway 27.

A local controller had given the Falcon its northerly heading after seeing no conflicting traffic on his radar display. He did not inform a second local controller who was handling the southeast-bound Cessna—a "coordination" which an approach controller assumed had been made when the Falcon was transferred to his control moments later.

The approach controller saw the radar targets of the two aircraft converging on his scope, but he gave no traffic advisory alert because he believed the aircraft to be at different altitudes.



Prevention Counselor

Clarence J. "Clancy" Myers a charter pilot and chief instructor at Hawthorne Aviation, has been named an FAA Accident Prevention Counselor and will assist GADO Accident Prevention Specialist Frank Kelley in giving safety presentations in the Charleston area. (Aeronautics Commission Photo)

'Unprofessional' Approach Flown By National 727

The National Transportation Safety Board (NTSB) said the crew of the National Airlines 727 that landed in the water three miles short of Pensacola Airport May 8 flew an "unprofessional" approach and failed to maintain altitude awareness.

During the approach before the crash that took three lives, the captain apparently became fixated on his flight director and the co-pilot did not make required approach callouts, NTSB found. When the ground proximity warning system sounded an alarm, the flight engineer turned it off without the captain's knowledge and the captain stopped searching for the alarm's cause.

The safety board also cited as a contributing factor the air traffic controller who failed to notify the crew when they passed the start descent point, thereby upsetting the crew's cockpit procedure pacing, NTSB said.

Civil Air Patrol Marks 37th Anniversary

Civil Air Patrol squadrons across the country gathered last month to celebrate the unit's 37th anniversary.

CAP was founded in December 1941, when a group of civilian pilots wanted to serve their country's defense efforts by flying. They logged countless hours of shoreline patrols, ferrying flights and more, and were recognized after the war with a congressional charter in 1946. Two years later, CAP was made an auxiliary of the Air Force.

CAP currently has about 63,000 members and some 1,900 squadrons throughout the U.S. and Puerto Rico.

The week beginning Dec. 1 was declared as "Civil Air Patrol Week," and members around the country conducted ceremonies in their communities. Many squadrons had planned open houses or visits with local civic clubs and organizations.

In a recent announcement, CAP headquarters at Maxwell Air Force Base, Ala., said, "Each year, CAP flies three out of every four hours flown on search and rescue as directed by the Air Force Rescue Coordination Center. This includes searches for downed aircraft, as well as lost hunters, fishermen and children.

"CAP has some 700 corporate owned aircraft. In addition, thousands of members own their own aircraft and fly them on search missions. CAP owns and operates approximately 25,000 radios, which can be tied, if necessary, into a nationwide network for emergency purposes.



"The highest number of lives saved in any one year was in 1968 when a total of 68 'saves' was credited to CAP. So far this year (1978), CAP members have flown 20,743 hours and are credited with 418 'finds' and 55 'saves.'"

In addition, CAP participates extensively in aerospace education, conducting workshops and the like. In 1977, CAP sponsored 184 credit-granting graduate level teacher workshops in aerospace education, and each year, CAP awards more than \$41,000 in scholarships to cadets and members for studies in aerospace and related fields.

In the CAP cadet program, young people are taught moral leadership, physical fitness and aerospace lore. Cadets can participate in summer seminars, flying encampments, ground-search training schools, leadership training, and more.

Tapes Available To Promote GA

Better Acceptance by the community of the general aviation airport depends on better understanding of the airport—the reasons for its existence, its value to the community, its services, its usefulness. And understanding the value of the airport depends on understanding the value of general aviation.

AOPA has a new aid to help develop public understanding of the aviation industry—a series of radio programs called "Wing Tips" and they are available free to help you spread the word about general aviation.

The five-minute programs feature different aspects of general aviation flying that we are all familiar with but the general public doesn't generally know about. The value of general aviation in food production, the life-saving work of medical evacuation and rescue aircraft, the invaluable general aviation transportation of banking records and checks, and the many diverse benefits of general aviation are detailed in individual programs.

If you are involved in a general aviation business that advertises in the local area, you can sponsor the series on your favorite radio station. The program tapes are provided free of charge by AOPA, and there are two 30-second breaks for your own message.

If you can't sponsor the series yourself suggest to the radio station that they use the series as a public service presentation. It won't cost them a penny, but it would be worth a lot to you and to general aviation. AOPA will furnish sample audition tapes on request.